

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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REPORT

SUBJECT Airfields in Estonia

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1. Since the end of World War II, Lasnamäe Airfield, the prewar military airfield near Tallinn, has been extended toward the southeast. It had asphalt runways, and the normal take-off direction was north-northwest. During 1954, the former Narva Road, which ran along the northern edge of the field, was closed to all traffic, not because of the extension of the airfield, but as a security measure. Eastbound traffic from Tallinn was then required to use an alternate route when passing the airfield. The detour began at the Singer's Festival Gate, which was at the northwest corner of the airfield, and ran due north for about one kilometer. From there, it continued roughly east-southeast in a straight line for about two kilometers until it rejoined the Narva Road approximately 300 meters east of the northeast corner of the airfield. This detour was called the Leningrad Road, and made use of roads that had already been in existence. Leningrad Road ran north of, and below the edge of, the cliff at Lasnamäe, so that the airfield could not be seen from the road.

2. In February 1955, three jet aircraft, [redacted] MIG fighters, were seen taking off, and 10 more were parked on the ground. The aircraft were painted gray. There was not much daytime flying from this airfield; the busiest time was at dusk. The prewar control tower was still in use. No hangars were seen, but 20 to 25 new wooden huts for troops had been built along the southeast side of the airfield.

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3. On 29 March 1955, four trucks, equipped with rod aerials, and driven by soldiers, were seen driving toward the airfield from the east.

4. In January 1955, a small number of air force troops were seen living in Haapsalu Castle. In May 1954, a total of about 30 silvery grey jet aircraft, which resembled MIG fighters, were seen flying in groups of four or five, at great heights over the area south of Haapsalu. The flights were seen almost every day, and were heard at night.

[redacted] the activity was a year-round occurrence. The movements of these aircraft suggested that an airfield must be in use about 10 or 12 kilometers east of Haapsalu.

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[redacted] the only two possible sites for an airfield in this wooded area were just east of Võnnu (11 kilometers east-southeast of Haapsalu), or just west of Vanaküla (16 kilometers southeast of Haapsalu).

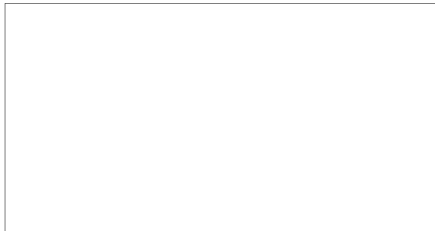
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5. In April 1955, the airfield at Voru, which is 220 kilometers southeast of Tallinn, was being extended for use by jet fighter aircraft. At that time there were 10 to 15 fighters stationed there.
6. In 1953, construction work was started at the Tartu military airfield, but was later discontinued [redacted]
7. A military airfield was believed to be in operation at Kuusiku, 20 kilometers east-northeast of Märjamaa, which is 60 kilometers southwest of Tallinn.
8. The civil airfield just southeast of Kuressaare (Kingisepp) on Saaremaa Island had grass runways, and no hangars, workshops or asphalt surfacing. It had been unchanged since before World War II. There were no military aircraft on the airfield, and access to the airfield was not prohibited. AEROFLOT flew two aircraft daily from Tallinn to this airfield and back, with an intermediate stop at Käina on Hiiumaa Island (see attached Flight Schedule and sketch map). In April 1955, a number of civil aircraft of the types UT-2 and PO-2, which were believed to belong to the MYD Border Troops, and some ambulance aircraft were parked at Kuressaare airfield.
9. There was a civil airfield about one kilometer south of Käina on Hiiumaa Island. It was almost identical with the airfield at Kuressaare, and was served by the same AEROFLOT flights.
10. There was a military emergency landing strip at Kärkla, on the north coast of Hiiumaa. There were no runways or installations at this strip, and it was not in normal use in 1954.

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[redacted] Comment. On the attached flight schedule, Flight No. 967 is Kingisepp (Kuressaare) to Käina, and Flight No. 970 is Käina to Kingisepp.

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